

THE PILOTAGE BILL

\$159,000 Received by The Pilots Last Year From Foreign Shipping Alone.

\$214,000 Demanded From This Source Hereafter. Pilots Receive

Twice as Much as Captains of Ocean Steamships:

The Pilotage Bill before the Legislature abolishes compulsory coastwise pilotage and increases the compulsory rate on American and foreign vessels engaged in foreign commerce.

All interests are in favor of the abolition of compulsory coastwise pilotage and, since the fight in the last session of Congress, it has been evident, to all familiar with the subject, that compulsory coastwise pilotage was doomed. The pilots very wisely, therefore, gave up what they could not, for any length of time, retain.

But the pilots ask that the compulsory rate on vessels engaged in foreign commerce be increased to reimburse them for the loss resulting from the abolition of the tax on coastwise shipping.

This request is most unreasonable, unless the pilots would not receive a fair compensation from the present rates on American and foreign vessels engaged in foreign commerce.

It would be naturally expected that the pilots, in asking for an increased rate on vessels engaged in foreign commerce, would have shown that otherwise their compensation would be too small. But on this subject they are as dumb as oysters. In all the pamphlets and literature, with which they have flooded the Legislature, no statement has yet been made of their gross or their net receipts.

What Do They Receive?

The pilots alone know accurately, and they don't tell. Some items, however, are known. The American and foreign vessels engaged in foreign commerce alone paid to the Virginia Pilots' Association in the year 1907 over

\$159,000

In the same year the Association received from the tax on coastwise shipping, (according to report):

\$27,000

This tax was paid under the laws of Virginia as a gratuity to the pilots for no services rendered.

In addition to this, they received a large sum for pilotage from the battleships, cruisers, colliers of the United States navy, and many army transports.

What Is the Expense to Be Deducted?

The pilots are at an expense of keeping up two pilot boats.

How Many Pilots Divide the Net Sum Collected?

There are altogether only about thirty-six pilots to divide the fund.

What Is the Service Rendered?

The care, responsibility, skill and risk involved in a service are elements which have to be considered, of course, in determining the value of the service.

The pilots, in their pamphlets, lay great stress on the risk incurred. The only risk incurred by a member of the Virginia Pilots' Association, which is not incurred by the captain or ordinary pilot of every boat, arises from the fact that a member of the Virginia Pilots' Association has to transfer at the Cape from his pilot boat to the ship, when boarding, and from the ship to the pilot-boat when leaving. On the other hand, the captain of a ship plying the Atlantic takes risks from storms, fogs, fires and derelicts which are not taken by a Virginia pilot. So far as risk is concerned, the risk involved in being a Virginia pilot would seem to be less than that involved in being the captain of an ocean steamship.

And what about the care, responsibility and skill? Is the care, responsibility and skill required of a Virginia pilot, for piloting a tramp steamer between the Cape and Hampton Roads in the day time, to be compared with the care and responsibility and skill required of the captains, who pilot their vessels, filled with passengers, from Hampton Roads to Boston or New York?

Yet these captains do not scatter pamphlets telling of the risks they run and the responsibility they incur and the skill they exercise; nor do they receive one-half the compensation guaranteed to the members of the Virginia Pilots' Association by a special law.

It is not so much the skill of the Virginia pilots in navigating vessels in the Chesapeake Bay, as their skill in piloting bills in Legislative halls that challenges our admiration.

Hours of Service.

The number of hours of service performed by the Virginia Pilots' Association in return for the \$159,000 collected last year from American and foreign vessels engaged in foreign commerce can be roughly estimated. Over 1,800 such vessels entered and cleared. About three hours is consumed between the Cape and Norfolk or Newport News. This would make 10,800 hours actually consumed, both coming and going. Of course, there is time consumed waiting at the Cape. Suppose we double the time and say 21,600 hours. As already stated, there are about thirty-six pilots. On an average each worked or waited 600 hours a year, or on an average of less than two hours a day return for \$159,000.

The tax on coastwise shipping surrendered by the bill amounted last year to \$27,000, according to report.

The increase demanded to offset this loss is \$55,000 a year, with no additional service being rendered or risk run.

The pilots and some of the newspapers have announced that the rate of increase is slight. The pilotage rates are fixed by the number of feet of draft the vessel is actually drawing when piloted, and, unless the number of vessels and their draft are known, it is impossible to estimate the amount to be paid. The only reasonable basis for calculation is to suppose that the same numbers of vessels engaged in foreign commerce and with the same draft will enter and clear this year as did last. In that event, the pilots will receive from vessels engaged in foreign commerce an additional

\$55,000.00, Or a Total of \$214,000.00

The House of Delegates declined to recommit the bill so that the shipping agencies might be heard. Will the Legislature, without knowledge of the effect on our ports, permit the pilots to put this additional burden on shipping and drive commerce from Virginia?

AMUSEMENTS

Academy—Eleanor Robinson, in "Salomy Jane,"
Bijou—"Lena Rivers."

An advance agent in the person of a woman is not met every day in the week. In fact, there are so very few of that sex on the road as "pulling the strings" that their appearance in any theatre manager's office is likely to cause something of a stir among the forces. When Miss Sadie Banks walked into the presence of Leo Weiss on Saturday and announced that she was not a book agent, but the representative of Madame Keno Lipzin, who is starting at the head of a Yiddish company, the erstwhile suave and untroubled Academy manager became considerably disturbed. He had never met, in his long and chequered career, an agent of that sex, and he was somewhat at a loss as to what to do in the entertaining line, an offer of liquid refreshments or a fragrant weed being out of the question. A package of chewing gum, which happened to be on his desk, saved his reputation as one of the most hospitable managers on the circuit.

An emergency call was sent over the phone wires to the dramatic man of The Times-Dispatch, bidding him come forthwith to see a comedy for a time which he discovered, upon arrival, to be an agent in petticoats.

Miss Banks is a Russian Jewess, who came to this country at the age of three. She is now in her twenties, and has been doing publicity work for Yiddish theatrical companies for some time. She entered the theatrical business under the tutelage of no less a person than Ellis C. Gluckman, a Yiddish theatrical manager, who is now the pioneer of the Yiddish theatre of this country. The work of Miss Banks is entirely different from that of others of her calling. She is not a "get through" without having talked business with half a dozen people in the town he is working. If the playhouse is conducted in a business way, when he is pressed for time his operations often do not extend beyond the manager's office.

Talks With Her People.
Miss Banks works among "her people," as she expressed it. She goes into the quarter in which they live; she talks with them of the most intimate things in the play and the players, and Miss Banks knows well how to talk. She does not mince words, and she employs terms and phrases that enter so largely in the conversation of the women one meets every day. Her mode of expression is free from restraint, and in a very little time she makes one understand that she isn't asking any special consideration because she is a woman. Therefore, her lapses, like the secret of her success. She gets on the plane of "man to man," as nature has intended when one of the two is a woman.

While Miss Banks was here she not only worked among her people, but she talked with many of the most prominent Jews of Richmond, American born. She saw them at their homes, and she heard them at their work. Her work, the performance of Madame Lipzin will be witnessed by an audience more representative than have the productions of the other Yiddish companies that have appeared in Richmond. Manager Edwin A. Rolkin, she says, is depending much upon the success of the engagement, as other productions from the Yiddish theatre in New York will be brought here if the interest manifested justifies it.

and quartets.
The personnel of the Metropolitan Grand Concert Company is as follows: Miss Florence Hinkle, soprano; Edward Strong, tenor; Miss Adah Campbell Hussey, contralto; Frederic Martin, basso, and Miss Florence McMillan, accompanist.
Miss McMillan is a graduate of the New York Institute of Musical Arts, under Wesley Weyman, and has the highest endorsements not only from Mr. Weyman, but from Mr. E. D. Damosch, Mme. Charlotte Maconda and Mme. Isabelle Bouton. She is organist of one of the largest churches of New York City, and is an accompanist of rare ability.
Miss Hinkle, who has succeeded Anita Plois as soprano soloist in the West End Collegiate Church, of New York City, is conceded to be one of the greatest singers of the metropolis. Possessing a pure lyric voice, of singular beauty and power, enhanced by a gracious presence, she has become a great favorite in the big music festival.

Mr. Strong, the noted lyric tenor of the concert company, is known to music lovers as a soloist with the Chicago Symphony Orchestra. He has sung with many of the leading clubs and societies of the United States and Canada.
Miss Hussey has, in addition to a most attractive appearance and splendid dramatic ability, a rich, full contralto voice, which does not suffer one whit in comparison with that of even the greatest living contraltos. In her concert, oratorio and festival engagements, she has received the highest praise from the most discriminating critics.

Mr. Martin is easily the greatest oratorio and concert basso of America. As an eminent critic has said of him: "The scene represents a gigantic forest of California redwoods, filling the entire stage from wall to wall. The second, third and fourth acts reveal other views of this forest, the fourth showing a distant valley in the early dawn. The curtain rises at 8:20 sharp, and patrons are requested to be in their seats on time."

At the Bijou.
"Lena Rivers," will begin a week's engagement here to-night. Miss Beulah Poynter, who portrayed the leading character last year, is with the company this season again, with competent support. This place last year called for an extra matinee, so that all who wished to see the dramatization of Mrs. Holmes' novel could do so.
Beginning next Monday, the musical comedy, "In Gay New York," with Harry Emerson, the German comedian, in the leading comedy role, will begin a week's engagement.

Later will come Pinks O'Hara, the Irish singer; George Sidney, in "Bury My Heart at Wounded Knee," and "Raffles."

"OUR SHIPS ARE NOT INFERIOR TO THOSE IN FOREIGN SERVICES"

Admiral Converse Reports on American War Vessels and Takes a Rap at Those Who Have Criticized Their Construction—Says These Persons Have Knowledge Which Is Limited.

WASHINGTON, February 16.—By direction of the President, Secretary McMillan has made public the report of Admiral Converse on the fighting ships of the American navy, called forth by many criticisms recently published in magazines and otherwise. This report was prepared primarily to satisfy the President as to the exact state of our naval ships compared with those of other navies, and its publication is authorized with the design to reassure the American sailors as to the quality of the weapons with which they must go into battle. While, of course, it is regarded as desirable that our navy shall not be underrated abroad, and that the American people shall know the conditions under which their ships were designed, it is even more essential that the public shall not be misled by the naval officials, that the men who are to man the ships shall not have their moral courage sapped or

weakened by the slightest doubt of the fact that they have as serviceable and efficient weapons as the sailors of any other navy in the world.
Another purpose of the publication is to make clear the fact that the voluntary critics of our navy have spoken and written in a half-light; that the officers who designed our ships were aware of many defects of ships in foreign navies which have been unduly praised as perfect examples of naval architecture, and that in designing our own ships these defects were taken into account and avoided, while every effort was made to embody the best and most modern ideas as well as those which the experience of foreign navies have shown to be sound.

Limited and Incorrect.
Admiral Converse characterizes the criticisms as "prepared by persons whose knowledge of the subject discussed was limited and incorrect." These were, he said, ample justification for the adoption of the battleship designs which have been followed. "It is not claimed that mistakes have not been made," he adds, "or that our ships are without faults; but in view of the then state of the art of battleship building, this fact is not to be wondered at."

In the ninety-one pages, which the admiral devotes to the defense of the navy, the subjects dealt with include battle drills, free board of American ships, heights of gun positions, torpedo defense guns, battleship armor, turret designs, ammunition hoists and out-loading screws, Kersage and Kentucky and general notes. His emphatic conclusion is:
"Our ships are not inferior to those in foreign services."

Mr. J. Campbell White, secretary of the Layman's Missionary Movement, addressed a large mass-meeting of men at the Leigh Street Baptist Church last night. The meeting was under the auspices of the Young Men's Christian Association, and many of those who heard Mr. White at other assemblies in Richmond, followed him to the Church Hill gathering.

While in India and other heathen countries, Mr. White said he came into the knowledge of the Christian religion which he could never have got elsewhere.

The Hindoo Bull.
"The world has absolutely only one hope, and you have only one hope," he declared. "I am glad there is one, and that the whole world can rest upon it. There is one God and one mediator between God and man, Jesus Christ, and without Him, wherever you are, you are without hope. We have no excuse for hopelessness, for we know Him as the same friend, but there are a large number of those who do not know Him."

Mr. White described the worship of the Hindoo sacred cow, and showed pictures of the people bringing offerings to the animal. He told of an instance in his experience where the Hindoo priests had occasion to kill a bull from one place to another by rail. Fearing that the sacred beast would become restless, they wished to telegraph directions for prompt unloading, but were unable to word a satisfactory telegram without reflecting on the sanctity of the animal. He said that he sent "Dispatching god by fast freight, following loudly."

Churches Not Doing Part.
Applying his teaching to those in front of him, Mr. White said that the reason men do not read the Bible is because it is convicting to the man who reads it. "I bring no charge, except to show the foolishness of not accepting Christ," he said.

Among heathen nations, he said, fighting a losing battle if you think you have power enough to stand alone. "The moral condition is too gross to describe. There is no liberty for them because they know not the Saviour. No man and no nation is so strong that it can maintain its moral life without Him. We know that salvation is not only from punishment in the future, but to keep

WIFE ADVERTISES STINGY HUSBAND

BINGHAMTON, N. Y., February 16.—The following notice was printed in today's issue of the Binghamton Journal, of Deposit, this county:
"To Whom It May Concern: I, Eliza Crawford, hereby state that I have left Ford W. Crawford's bed of rough hardwood boards and also his board of dry potatoes and zincars, with just cause and provocation."
"When a man will store his money away in a trunk and lock it up while his wife takes care of the cows and horses with summer underclothing on, rather than to take some of his coins and buy her some clothes, ask a wife then, if she has just cause to leave her husband? He will also store his money rather than pay his bills without the force of law."

"BERTHA M. CRAWFORD."
Mr. Howard, of Charlottesville, Holds Jaws of Beasts, But Is Wounded.
CHARLOTTESVILLE, VA., February 16.—Mr. H. H. Howard left this morning for Richmond, carrying with him the head of a dog killed yesterday on High Street, after the brute had bitten several people and a number of animals. The dog attacked Mr. Howard near Union Station yesterday afternoon and finally, after a desperate fight, in which the man and dog rolled in the mud and water beside the railroad, Mr. Howard caught the animal's mouth in his hands, and, holding his jaws apart, prevented the foam-flecked monster from attacking him. Finally the brute twisted itself from his grip, and, leaping upon him, snapped him on the inside of his leg, above the knee.

Mr. Howard's wound was severe, and Mr. Howard's hold on the dog loosened, and the animal dashed away across the cement platform toward Mr. Curtis Wingfield. The young man wore a heavy overcoat, and to this is undoubtedly due his escape, for the mad beast grabbed at him in passing and tore a great rent in the outer garment. Mr. Howard's wound was cauterized by a physician, and the head of the animal was secured to be examined at the Pasteur Institute.

Dr. Hosen, of the Pastour Institute, stated last night that he had received and examined the dog's head, the examination proving conclusively that the animal was suffering from rabies at the time of his vicious attack. Mr. Howard had not come, but is expected some time to-day.

OBITUARY.
T. Dudley Saunders, formerly of Richmond, died at his residence in Williamsburg Saturday morning at 5 o'clock.
The funeral was held in Williamsburg yesterday afternoon at 2 o'clock.

played in the time office of the Matheson Alkali Works for some time, died at his home here last week, after a brief illness. He was an exceedingly bright youth of twelve years, and had made himself so useful by his faithful and efficient service that he had endeared himself to all with whom he had been thrown. He was a member of the Methodist Sunday-school, and in many respects was a boy of promise. His remains were interred in the Saltville Cemetery, the service being conducted by his pastor, Rev. H. B. Brown.

Thomas K. Bruner.
[Special to The Times-Dispatch.]
CHARLOTTE, N. C., February 16.—Thomas K. Bruner, for twenty-one years head of North Carolina's Department of Agriculture, died at his home in Raleigh, N. C., to-day, following a long illness. He was fifty-four years old and a native of Salisbury. More familiar with the resources and capabilities of North Carolina than any man in it, he has done a devoted work, the results of which are beyond computation. His death is a severe blow to the State.

Miss Maggie Feltz.
[Special to The Times-Dispatch.]
SALISBURY, N. C., February 16.—Miss Maggie Feltz, of Monro, Catawba county, died at the home of a sister, Mrs. A. P. Harker, here to-day. She was on a visit and was taken violently ill with pneumonia, resulting in death. She was twenty years old and leaves a sister and a number of other near relatives.

Mrs. W. A. Fowler.
[Special to The Times-Dispatch.]
SALISBURY, N. C., February 16.—Following an illness of but a few days, Mrs. W. A. Fowler, wife of Superintendent Fowler, of the Salisbury cotton mills at this place, died here yesterday. She was a native of Salisbury and had three children. Her death was a great surprise.

Mrs. Margaret Heatwole.
[Special to The Times-Dispatch.]
HARRISONBURG, VA., February 16.—Mrs. Margaret Heatwole, widow of Manassas Heatwole, of near Dayton, was hurried to-day, she having died yesterday with consumption. She was in her sixtieth year. She was survived by three sons and four daughters; also three sisters and two brothers.

DEATHS.
BOGGS.—Died, early Sunday morning, Mrs. OCTAVIA CAMPBELL BOGGS, wife of Rev. Charles H. Boggs, of Highland Park, in the eighty-fourth year of her age. She was born in Westmoreland county, Va., and was the youngest child of John and Eliza Campbell. She is survived by her husband and three children—Mrs. T. J. Elphinstone, of Cumberland county, Va.; Rev. W. G. Boggs, of the Virginia Conference, and Miss Eliza C. Boggs, of Highland Park.

The funeral service will be held at the Highland Park Methodist Church THIS (Monday) AFTERNOON at 3 o'clock. Interment in Hollywood. No flowers by special request.

EATON.—Died, at his father's residence, 330 Bowling Green Road, February 15, 1908, JOHN C. Eaton, only son of Michael and Lulu King, aged four months.
The funeral will take place THIS (Monday) AFTERNOON at 4 o'clock. Interment in Mt. Calvary.

Will Move Our Main-Street Branch After February 15th to
Hofheimer's
RELIABLE STICKS
311 East Broad Street

COTTON FLOATING IN BAY

Fishermen Earn Considerable Money Under Hazardous Conditions.
ST. JOHNS, N. F., February 16.—About 5,000 bales of cotton are floating about Trepassey Bay from the wrecked British steamer Tobesby, with a salvage of \$5 a bale, and the fishermen are earning considerable money, but perform their work under hazardous conditions. Thus far about 500 bales have been recovered.
The Tobesby went on the rocks near Seal Cove Rock January 31st, when on her way from Galveston, Texas, to Havre. The crew was saved after a frightful experience. The ship is a total wreck.

THE WEATHER

Forecast: Virginia—Fair Monday and Tuesday; light to fresh west to northwest winds.
District of Columbia—Fair Monday and Tuesday; light to fresh northwest to north winds.

CONDITIONS YESTERDAY.
Richmond's weather was cold and cloudy. Thermometer at midnight, 37.
CONDITIONS IN IMPORTANT CITIES.
(At 8 P. M. Eastern Time.)
Place. Ther. H.T. Weather.
Albany..... 38 32 P. cloudy
Augusta..... 41 30 P. cloudy
Atlanta..... 38 40 Rain
Baltimore..... 38 38 Rain
Chicago..... 32 26 Rain
Cincinnati..... 26 32 Rain
Cleveland..... 22 26 Clear
Dayton..... 20 26 Rain
Detroit..... 20 26 Rain
Harrisburg..... 42 46 Clear
Hatteras..... 42 46 Clear
Jacksonville..... 51 58 Clear
Kansas City..... 38 32 P. cloudy
New Orleans..... 32 48 Clear
Oklahoma City..... 48 54 Clear
Pittsburg..... 24 32 Rain
Raleigh..... 42 50 P. cloudy
Savannah..... 50 54 Clear
Norfolk..... 42 41 Rain
Tampa..... 34 56 Clear
Washington..... 38 38 Cloudy
Wilmington..... 44 48 Clear
Yellowstone..... 32 38 Cloudy

MINIATURE ALMANAC.
February 17, 1908.
Sun rises..... 6:58
Sun sets..... 5:50
Moon sets..... 1:53
Evening..... 5:33
High tide..... 1:53
Low tide..... 7:53